

ment which a number of the passengers felt at having their journey interrupted, but one and all seemed very glad that the accident was not of a more serious nature, and that there was no fear of anything more serious than the damage to her rudder.



STEAMSHIP PARIS, AMERICAN LINE.

The officers of the Paris also reminded the passengers that the Paris was absolutely unsinkable, as her series of watertight compartments were so arranged as to make her absolutely safe even in case of a much more serious disaster.

THE PARIS'S PASSENGERS.

They Will Leave Southampton on the Berlin to-morrow.

At the American Line office in New York, the number of passengers on the Paris was said to be 30 first cabin, 120 second cabin and 250 steerage.

Following is a partial list of the cabin passengers on the Paris:

Andrew Anderson, R. J. Bealy, Mrs. E. Becker, Mr. Bremner, Miss M. H. Carroll, R. O. Crewe Read, H. A. Campbell, Jr., Mrs. J. C. Collier, E. A. English, C. N. Fowler, William Ford, Mrs. J. E. Gabelle, E. H. Halsey, J. Earle Hodges, Mr. Hales, Miss E. V. Mason, Rev. T. P. Moreton, Mrs. Moreton, Horace Moran, E. R. McFadden, Miss E. A. Morphy, Mrs. A. M. Oakley, Miss L. A. Oakley, Miss A. E. Oakley, L. A. Phelps, Mr. Priest, Miss Caroline A. Potter, R. Rosenstein, Miss Florence C. Rice, Dr. E. H. Shields, Archer J. Secretan, J. O. Travers, Miss M. Thompson, Edward Unwin, Jr., Isaac Walker, Mrs. Walker, M. B. Withers, Frank Wildner.

Vice-President Wright, of the American line, has received cable advices to the effect that the passengers now on the Paris will leave on the Berlin from Southampton to-morrow.

THE STORY OF THE PARIS.

Her Record-breaking Trips and Her Adoption as an American Ship.

The Paris has been acclaimed on both sides of the Atlantic "Queen of the Ocean," because of her magnificent appointments and wonderful speed.

She is the sister ship to the New York, of the American line, but much faster. She is five years old, having made her maiden trip from Queenstown, where she was built, to this port in the Spring of 1889, arriving here April 9, after a cruise of 6 days 18 hours 45 minutes. Since that time—first under command of Capt. Frederic Watkins and latterly under Capt. William G. Randle—she has repeatedly reduced the record, till, in July, 1892, she crossed the ocean to New York in 5 days, 15 hours and 50 minutes, and made runs of 619 and 520 miles in twenty-four hours.

This ocean palace was built for the Inman line, which, taking advantage of the law submitted to Congress by W. Bourke Cockran allowing ocean steamships of 2,000 tons built abroad, but owned for the most part by Americans, to obtain American registry and fly the Stars and Stripes, reorganized as the American line in 1892.

Little Miss Pansy Grison, daughter of President Grison, of the American line, hoisted old Glory on the Paris May 7, 1893, before a large assembly of distinguished men and women.

Then the steamship's name was shortened, and she has been plain "Paris" ever since. She is almost a duplicate of the New York. She registers 10,500 tons, is 385 feet long over all and 65 feet on the water line. She has an engine beam of 63-1-1 feet.

The Paris is a big steel steamship, propelled by two three-cylinder screws, 23 feet in diameter, and driven by two sets of triple expansion engines of 20,000 horse power, supplied with steam from nine steel boilers, weighing 74 tons each.

On her trial trip the Paris showed a maximum speed of twenty-two knots an hour, and she was the first twin-screw steamship of any importance in the transatlantic service.

This "greyhound of the sea" has been the victim of another accident, which endangered the lives of 1,000 passengers. It was in March, 1890, when the steamship was 50 miles from the coast of Ireland, and it was with great difficulty that she was kept afloat till a steamship came to her relief and towed her into port.

After that accident the leading engineers of England visited and inspected the steamship, and what they found was described by one of them as follows:

"We examined the engine-room carefully before anything had been removed. Everything that could be broken had been broken; what could not be broken was bent, twisted or distorted. Nothing so complete in a breakdown has ever been seen before. The explosion of a great shell might work such havoc in an ironclad."

"But the ruin was not confined to the engine-room. The A-frames had disappeared, and the boiler and cross-head were bolted back along the tail rod, which was bent like a bit of wire, nearly in a semicircle. One side of the condenser had been torn out, the tubes were all displaced and flattened, the air pump levers were rolled up like ribbons, but aside from the great screw shaft, 21 inches in diameter and over 30 feet long, was ripped out of its bearings from end to end of the screw tunnel and dropped back again. All the cap bolts were smashed, a great rent torn in the bulkhead, and the half inch steel plate where the shaft passed through was bent and buckled like a bit of paper."

The smashing of the condenser was followed by an enormous rush of water into the engine-room. The engineers worked like beavers to stop two holes in the bulkhead, but were driven out by the food. The dyspeptic mood and screw

ally were flooded through a hole ripped in the after bulkhead.

There was the greatest apprehension among the 1,000 souls on board, but Capt. Frederic Watkins succeeded in averting a panic and the disabled steamship was towed into port.

It was fourteen months before the wrecked steamship returned to the water. In the mean time all her internal organism had been renewed and improved. A new system of supplying air to the furnaces, the invention of a Scotchman named Howland, was introduced, and all her new machinery was stronger and more powerful than the old. These repairs and changes cost the Company more than \$300,000.

Since that time the Paris has been a favorite among transatlantic voyagers, and she has been a source of pride to all Americans.

She last sailed from New York for Southampton under Capt. Randle, Wednesday, Jan. 31.

CHILDREN ACT FOR CHARITY.

Pretty Zella Sanders Makes a Hit in "Cinderella."

A charming pantomime entitled "Cinderella" was presented last evening before a fashionable audience in Hasbrouck Hall, Jersey City. The proceeds go to the poor.

The pantomime was arranged by Carl Marwick, and besides introducing those present to the latest measure, which is aimed at his "kingdom." It is a bill providing for the appointment of a Police Commissioner for the county town, to be named by the Superior-at-Large.

The new Commissioner will appoint two detectives, one captain, one sergeant and 200 policemen. Furgerson's police force is to be abolished within thirty days after the appointment of the new Commissioner.

As Supervisor-at-Large Fitch is up in arms against Furgerson and his Democratic town bosses he will appoint a man as Commissioner over whom the New Utrecht town can have no control.

Another matter to be taken up by the Supervisors is the Inebriates' Home at Fort Hamilton, which Furgerson controls. Although the institution is almost wholly supported by the county, Furgerson has private apartments and a bill introduced to the grounds out of the fine kennels in the State.

The position, besides giving Furgerson a handsome income, also makes it possible to block the latest measure, which is aimed at his "kingdom." It is a bill providing for the appointment of a Police Commissioner for the county town, to be named by the Superior-at-Large.

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FURGUESON AND GRAND JURY.

Affairs of the New Utrecht Boss to Be Investigated.

An Enormous Gas Contract Which Taxpayers Cannot See.

Now that the Kings County Board of Supervisors is likely to be re-elected by one majority, steps will be taken at once, it was said this morning, to relieve the New Utrecht taxpayers from the enormous expense of supporting the scheme of Supervisor Furgerson.

For years Furgerson has been the John N. McKean of New Utrecht. His power was absolute and he introduced a gas plant in the town, erected 3,000 lamps in the fields where cows graze by gas-light, and then refused to let the taxpayers see the contract which he made with the gas company.

This transaction, along with others which Furgerson has been interested in, are to be brought before the attention of the Grand Jury.

At the office of Supervisor-at-Large Fitch today it was said that just as soon as the political situation of the Board was settled a committee would be appointed to investigate the affairs of New Utrecht.

The absurdity and uselessness of Furgerson's office as Supervisor of the town has been exposed from time to time. For his services in that capacity he receives \$2,000 with an expense account of from \$25,000 to \$30,000 a year. The State receives nothing in return for the outlay of one cent.

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CASPERFELD & CLEVELAND.

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WEST SIDE OF STREET, NEAR GRAND STREET, ELEVATED STATION.



Elgin or Waltham Movement, Stem Winder, at \$11.

Warranted for 20 Years.

OPEN EVENINGS UNTIL 8.30, SATURDAYS UNTIL 10.30.

COL. J. D. STEVENSON DEAD.

A New York Boy Who Was Served His Beer by the Vanderbilts and Named Polk for President.

SAN FRANCISCO, Feb. 15.—Col. J. D. Stevenson died to-night.

Col. Jonathan D. Stevenson was born with the century, on Jan. 1, 1861, in Richmond, Staten Island. His father and that of the Vanderbilts were intimate friends. Col. Stevenson was often related. Col. Stevenson said that the Vanderbilts and the Duesers each owned a flock of geese, and that the Vanderbilts and the Duesers each owned a flock of geese, and that the Vanderbilts and the Duesers each owned a flock of geese.

Col. Stevenson was a member of the New York State Legislature, and was elected to the office of Lieutenant Governor in 1890. He was a member of the New York State Bar Association, and was elected to the office of President of the Association in 1891. He was a member of the New York State Agricultural Society, and was elected to the office of President of the Society in 1892. He was a member of the New York State Medical Society, and was elected to the office of President of the Society in 1893. He was a member of the New York State Veterinary Society, and was elected to the office of President of the Society in 1894.

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